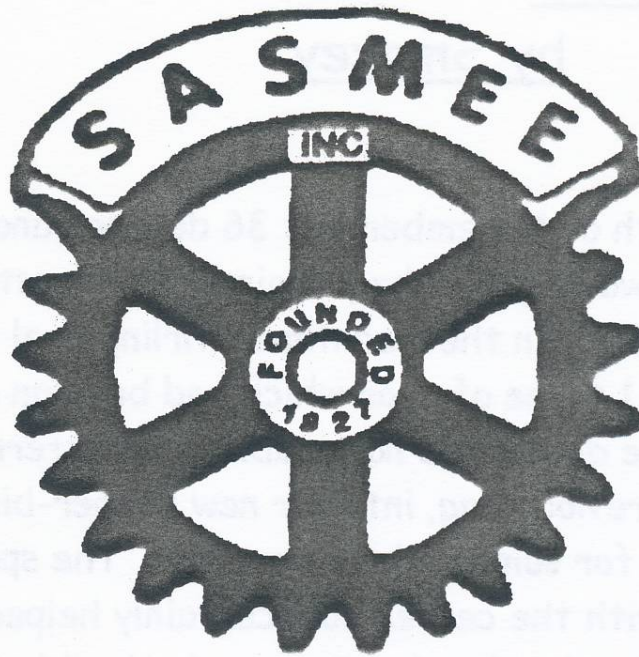




S. A. S. M. E. E. Bulletin

**SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS**

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1927 ~ 2004

THE OFFICIAL JOURNAL OF

THE SOUTH AUSTRALIAN SOCIETY OF

MODEL & EXPERIMENTAL ENGINEERS INC

MARCH 2004

ISSN/0155/3700

CLUB JOTTINGS

by Smokey

COAL SUPPLY.

Wednesday the 19th of November was 36 degrees and very hot and dry. We were waiting for the promised thunderstorms and rain to cool things off. In the meantime Stirling Fuel Supplies turned up with the 1 tonne of char which had been on order for some 10 weeks. The driver had no trouble in transferring two bagfulls, plus our previous bag, into our new hopper-bin which should see us right for some eighteen months. The specially made steel pallet with the center hole certainly helped make the job easy. Incidentally, the thunderstorm and rain did turn up, but at 5pm long after everyone had gone home.

TRACKWORK-5"g DUAL TRACK

Also on wednesday 19th of November the track gang forged ahead, removed redundant rail from the tunnel, and laid the new slotted sleeper type ready for fastening. By wednesday 26th November the specially cut sleeper spacers were being installed along with the setting of super elevation. The track had to be operative for the pfd on sunday 7th November with a low speed restriction in force on account of the settling in of the road bed. At the end of the run drivers reportedly gave the thumb's -up signal signifying their approval of this latest section of the new track.

On wednesday 4th February the moment came that we had all been waiting for - the pulling up of the final section of the old track. This was the 100ft or so straight section laid on concrete adjacent to "Skewes Crossing". Within a very short time the road bed was cleared and the new track placed in situ ready for fishplating. Due to a slight slope in the concrete road bed specially cut taper wedges were fixed under the wooden sleepers in order to give a level top. In anticipation of the " Big day", a sleeper was planed smooth and varnished to which was attached

a brass plaque with track details enscribed thereon. Additionally the adjacent fishplate was secured with special fastenings to commemorate the "GOLDEN SPIKE. This was done amid a brief ceremony on wednesday 11th Febuary.

This has been a long and arduous project, taking some 3 years and 10 months to complete, but the net result is a track {5"+ 3 1/2"} which we feel is unequalled anywhere {verified by interstate visitors}. The complete cicuit is approximately 500 metres and utlized some 3 1/2 tonne of 25x12 rail. A rough estimate of the cost would be \$5000 which represents a good investment considering that this type of track has a well proven track record. [no pun intended].

The work is a credit to the members who persevered, sometimes month after month, in arduous conditions and complaints such as "tunnel stoop", rainy weather, heat waves and all sorts of unpleasanties not to mention "housemaid`s knees".

When you see any of the regular stalwarts, mentioned hereunder please don`t hesitate to tell them "Well Done"

Track Renewal Team

John Lewis	Malcolm Ambler
Jeff Schaefer	Brian Homann
Dave Worrel	Des Goedecke
Alex Mitropoulos	Jack Davey

TRACTION ENGINE SITE

In addition to previous reports on the traction engines it can be said that with the successful completion of the 5" dual gauge track, work will commence on the agreed site probably about June at the latest.

Members will recall that early last year it was agreed to erect a safety fence along side the built up section of 5" track that commences after the canteen curve and streches to the steamhouse overway bridge. This fence has been waiting positioning for some time and following this job, work will commence on the traction engine site.

GENERAL MEETINGS

It is gratifying to report that SASMEE general meetings continue to be well patronised with attendances being between 40-50, not bad considering our total membership of approx. 115 includes country, junior and family members. Obviously members enjoy the present process of the business section of the meeting and approve of the organised entertainment, or perhaps its the free cake at half time?!

VANDALS STRIKE

Over the weekend of 15th November vandals somehow got into our grounds and graffitied the truck shed and several large signboards. Valuable time had to be spent repainting the complete side of the truck shed and removing the spray can paint from the signboards.

Apparently the best deterrent for these morons is to remove their so called "Work" as soon as possible. Unfortunately some of our fencing, particularly that which faces the Belair line is not in the best condition.

SIGNAL BOX

This structure, at the end of the Millswood Station received some attention recently. Constructed some twenty years ago the ravages of time took their toll in the way of wood rot on the timber gables. The damaged components were renewed and a fresh coat of paint has the signal box looking resplendent once again.

SUMMER RUNNING -- DECEMBER 2003

The pfd on sunday 7th December was a copy-cat run of the same date last year, that of a relatively small crowd. At this time of the year there is sunday trading and heaps of xmas parties and works functions which pales our attraction into insignificance. Amid a warm day of 29 degrees the pfd was notable for several reasons. Firstly, John Monte commissioned a second diesel shunter almost identical to J004 "JUNIOR"

The new one, of a different colour, is J005 "JACK". The two double headed in perfect unison giving credit to John's ingenuity and workmanship. Secondly, the full size horizontal boiler developed a leaky tube and had to be shut down. In the meantime the offending tube will be blanked off. Consideration will have to be given to a full re-tube. We have a quantity of new tubes on hand, thanks to Brian Homann. Thirdly, the boat pond was devoid of all craft owing to the water condition.

SASMEE PARK STATION

Station masters were Ainsley Cuthbertson & Michael Tingy dispatched the following:-

4-6-0	LNER B1 #1088	Terry Trezise
4-6-4	QR Tank "Blue Baby"	Dave Worrell
2-8-0	Nigel Gresley	Rodney Harris
0-6-0	Schenectady	John Beal
-----	Steeplecab Electric	Ian Clark
*	----- Shunter J004 "Junior"	John Monty
*	----- " J005 "Jack"	" "

[* Double Headed]

MILLSWOOD STATION

Allan Brabham & Alex Mitropoulos dispatched the following:-

0-4-2	Talylllyn #1	Bert Francis
0-4-0	Dolgoch #2	Barry Dunstan
0-6-0	Koppel	Glen Templeman
-----	Shay #12	Graeme Dricoll.

Visiting kindred club member from the U.K., Robert Carter and his wife were made most welcome.

ENTERTAINMENT

At the December meeting Barry Dunstan showed a video of Steamranger locomotives RX207 and #601 "Duke of Edinburgh" preparing for various trips.

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The January entertainment took the form of a playnight -- see separate report

The February meeting was well entertained again, by Alex Mitropoulos giving another of his slide shows showing SASMEE wednesday activities, the 2003 convention at Penfield and a National Railway Museum train trip to Angaston.

NEW MEMBERS

SASMEE extends a cordial welcome to the following new member and trusts that he will join in the fellowship that our hobby provides.

John Daley Full Member Elected, February 2004

CLUB OUTING

The club outing for 2004 will be a visit to "Dinki Di Engineering" run by member Ian Thomas. Apart from viewing machinery demonstrations Ian will attempt to have a railway theme such as shrinking wheels on axles. Remember you will be visiting an operating machinshop, so exercise care and wear appropriate clothing and covered footwear. The visit will be on the third tuesday in March at 7-30pm, ie 16/3/04. The address is 13 Dorset Street Londale S.A. 5160.

SASMEE XMAS B.B.Q.

With rain on the friday and rain and gales on the sunday we were extremely lucky that the middle day, saturday 20th December was a perfect day with 30 degrees -- a good weather recipe for a christmas get together.

Members and families began to turn up from 3 o'clock and picked out a good shady spot among the gum trees. Only one or two boats plied the pond, however three locos ran on the 5" g track and a further five locos made use of the 7 1/4" track, with plenty of passengers seeking a ride. Before long the aroma of freshly cooked snags filled the air as cooks Dean Deguisto, Len Redway, Jack Davey and Michael Jeffress did the job of cooking the evening meal for some 106 persons eagerly waiting in line

with plates loaded with potato salad, coleslaw and bread and butter. After a while the line was renewed for "seconds". Not long after John Lewis called out, "only seven snags left" before you knew it these were eagerly snapped up -- everyone was full and not a sausage was left over. Excellent judgement by the organizer. Following the main meal delicious desserts, consisting of fruit salad and ice cream were served.

As darkness fell many people took advantage of the pleasant evening and sat around and talked as the trains choofed around carrying many dedicated passengers. Many people commented on the operating SAR signal with its lamps standing out brightly in the night time sky. Night running continued for some time with a couple of 5" trains utilizing "Skewe's Crossing" and running on the 7 1/4" circuit before switching back to their home territory. Such was the night that by midnight there were still several groups sitting around and telling yarns. Not every one wanted to go home, however, by 1am locos were being blown down and packed up and the signals were being put away. The grounds were finally vacated at 1.45am after another successful SASMEE event.

Organising an event to please a large group is not a simple task and SASMEE acknowledges the generous help of the following:-

Gavin Thrum & the Advertiser for the giant BBQ.

John Lewis & Ian & Jean Clark

The "Cooks" [already mentioned]

SUMMER RUNNING --- JANUARY 2004

Well another year has come and gone, albeit a successful one for SASMEE due in no small way to the efforts put in by members and also not forgetting the tremendous support that we receive from the general public.

Our first run for 2004 was on Sunday 7th January and although fine weather prevailed only a mediocre crowd attended contrary to the "first year runs" of years ago.

With the amount of power on hand the public was assured of many rides. Margaret Lewis and Jean and Sue Clark managed the canteen. The boilerhouse boys, Ralph Ollerenshaw and John Weidenhofer were able to wander around the grounds as the boiler was out of action. A "leaky" tube ended up in a result of a complete retube being commenced. The old tubes, upon extraction, showed considerable wastage which justified the replacement. [see separate report] As usual Norm Kernick, Malcolm Ambler and Mary and Gerry Turner ran the boat pond.

SASMEE PARK STATION

The following Members ran locos:-

Brad Cottle

Brian Homann

Bob Smith

Dave Worrell

Rodney Harris

John Beal

Ian Clark

John Monte

While at the **MILLSWOOD STATION**

Bert Francis

Glen Templeman

Barry Dunstan

Graeme Driscoll

were on the track.

CLUB PLAY NIGHT

As is customary the first general meeting in the new year, ie Tuesday 13th January 2004 takes the form of a play night with other kindred clubs invited to join in.

The day was a perfect 25degrees and shortly after the gates were opened around 4pm people began turning up with locos.

Some brought their own meals, some had BBQ's and others sent out for Pizzas. By 8pm some 80 to 90 people were in attendance and it was good to see sizeable representations from three local

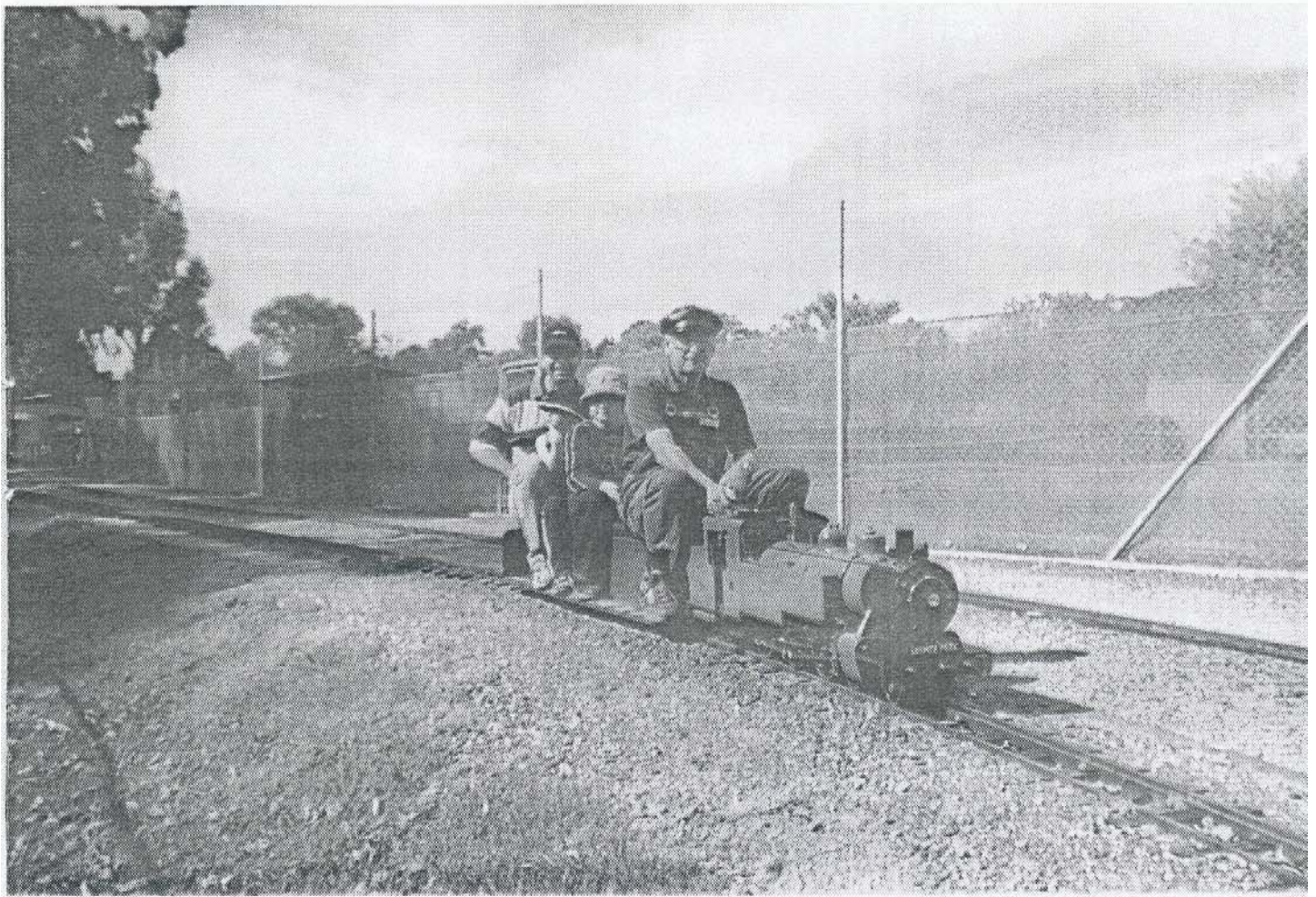
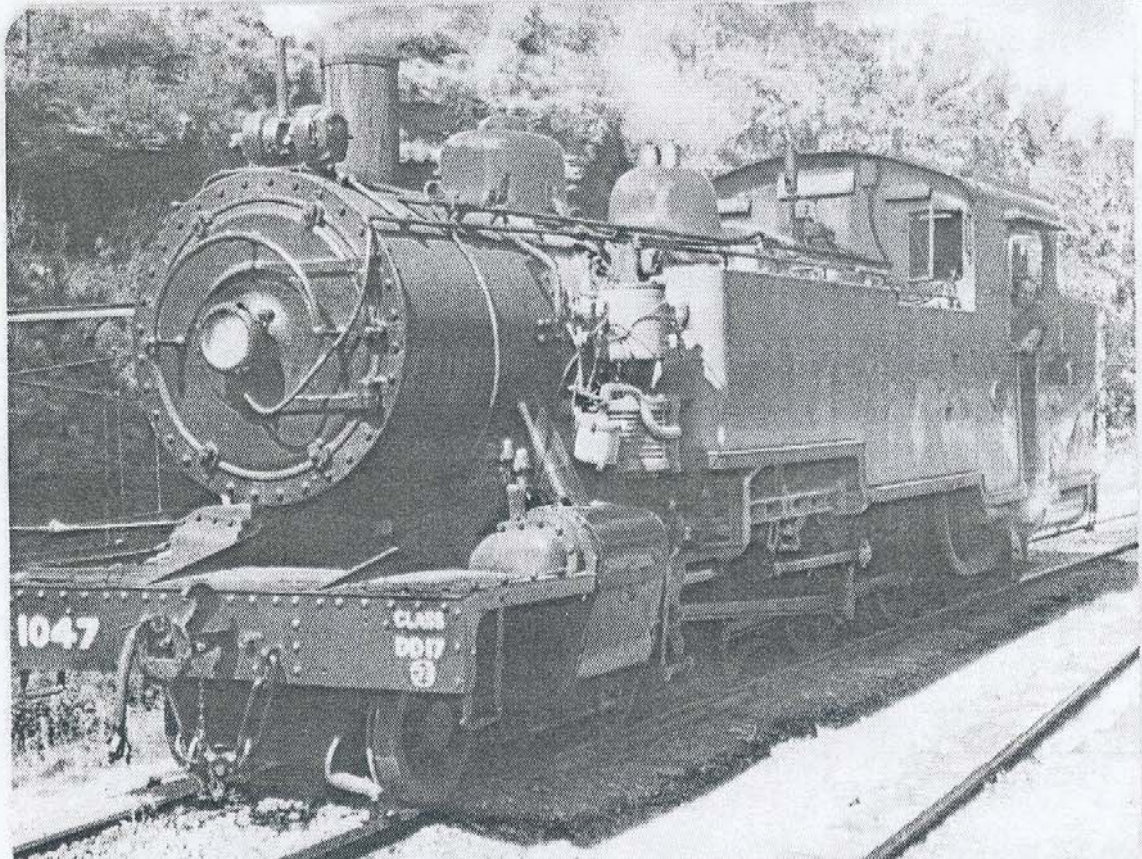


PHOTO 1

PHOTO 2



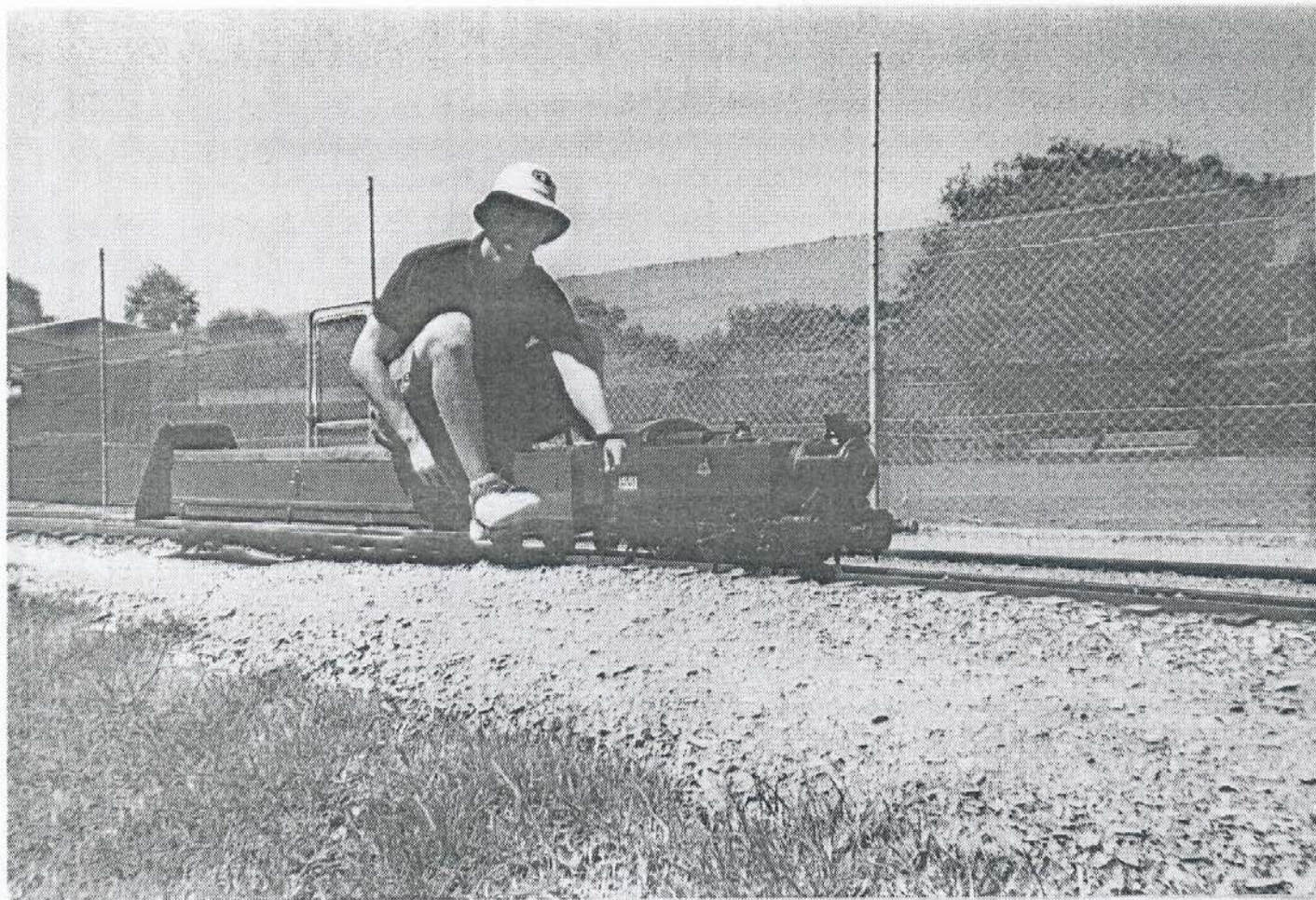
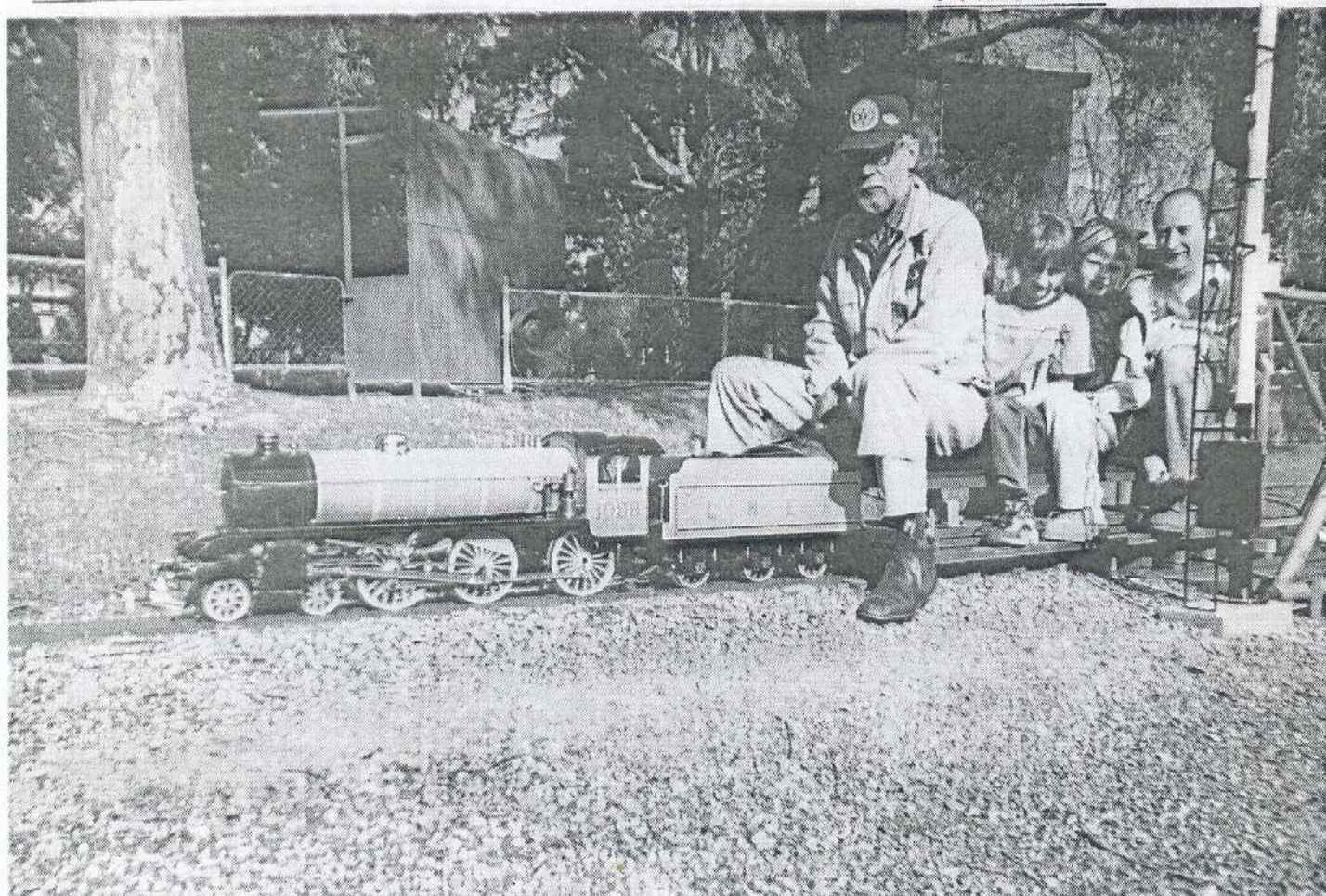


PHOTO 3

PHOTO 4



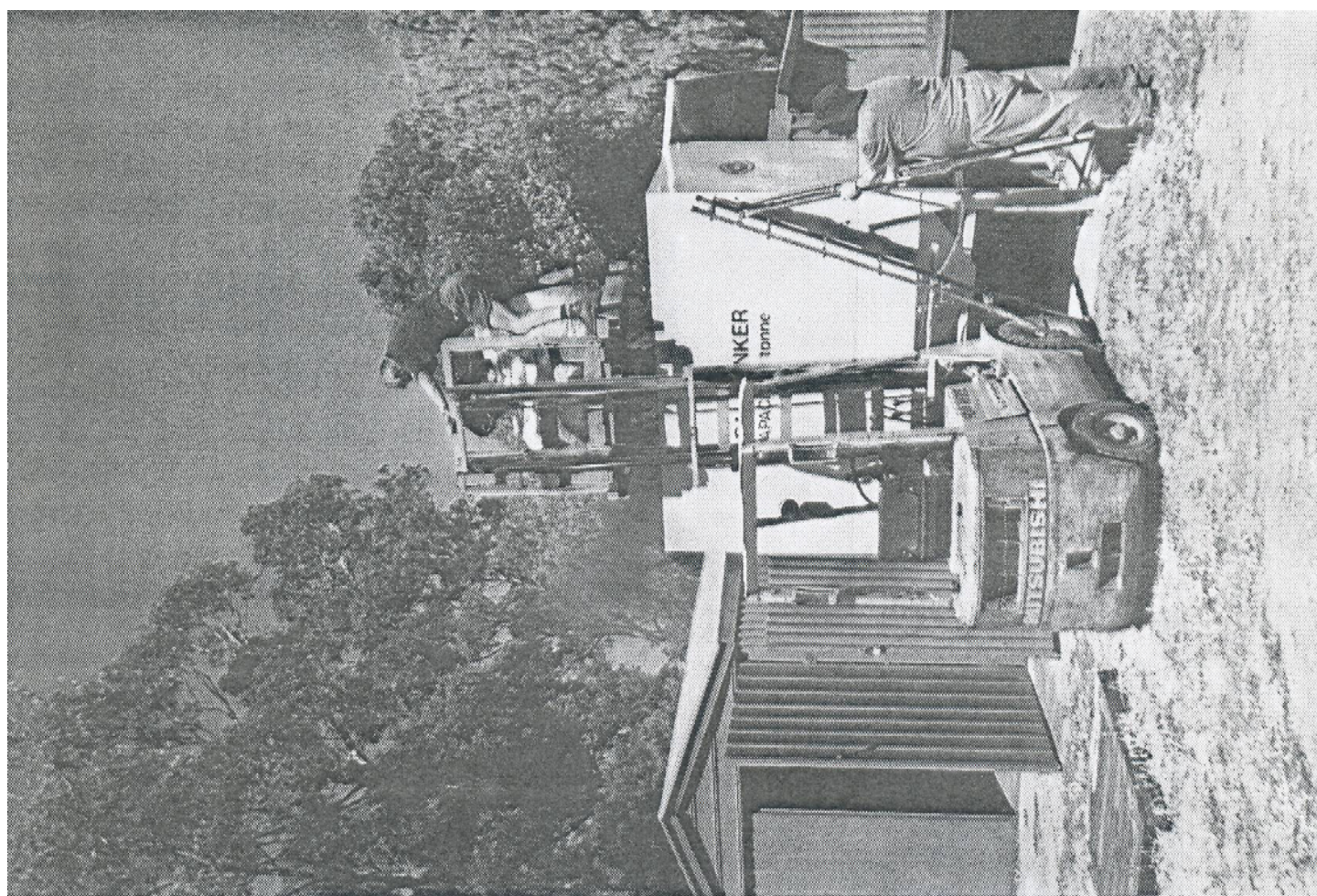


PHOTO 5

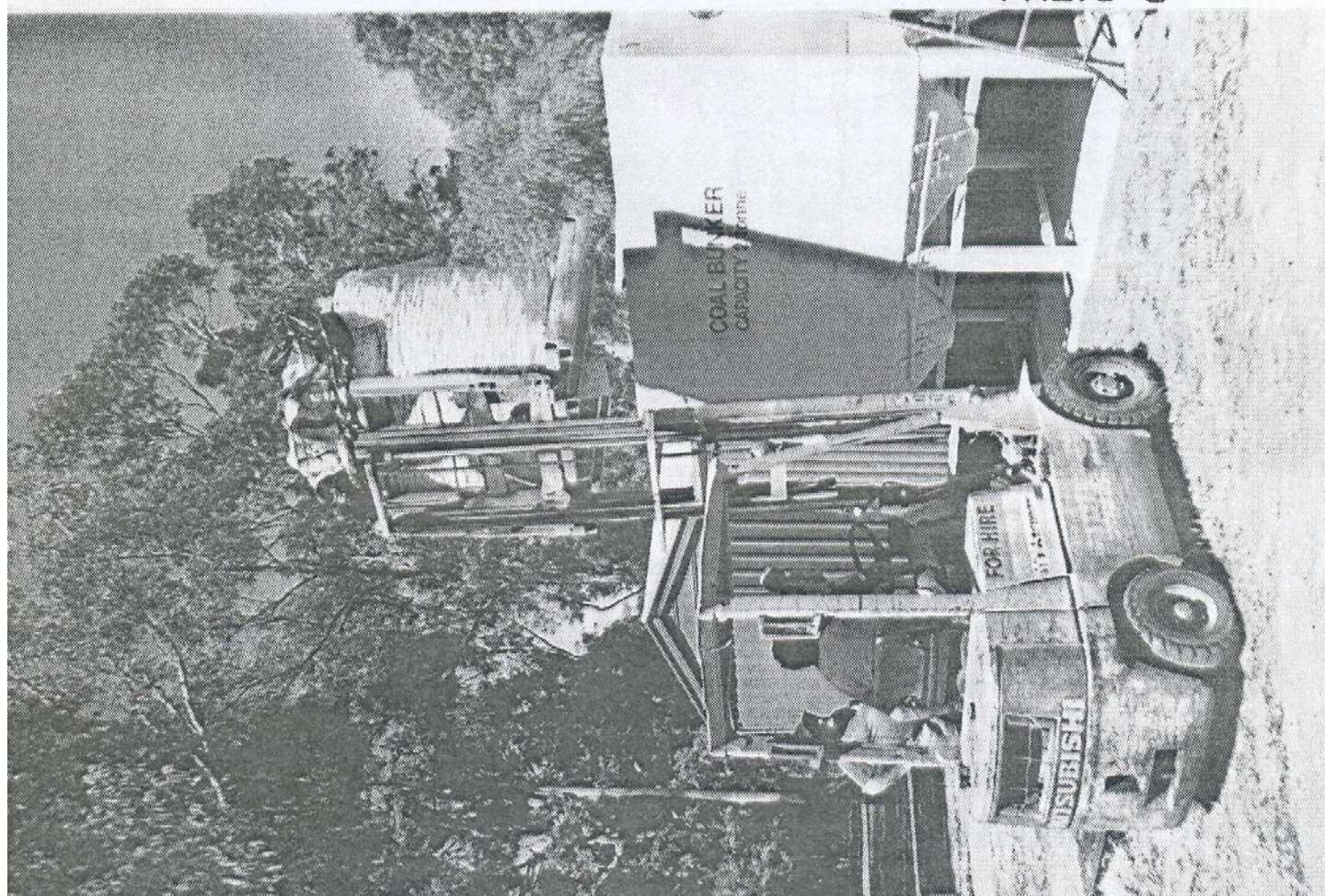


PHOTO 6

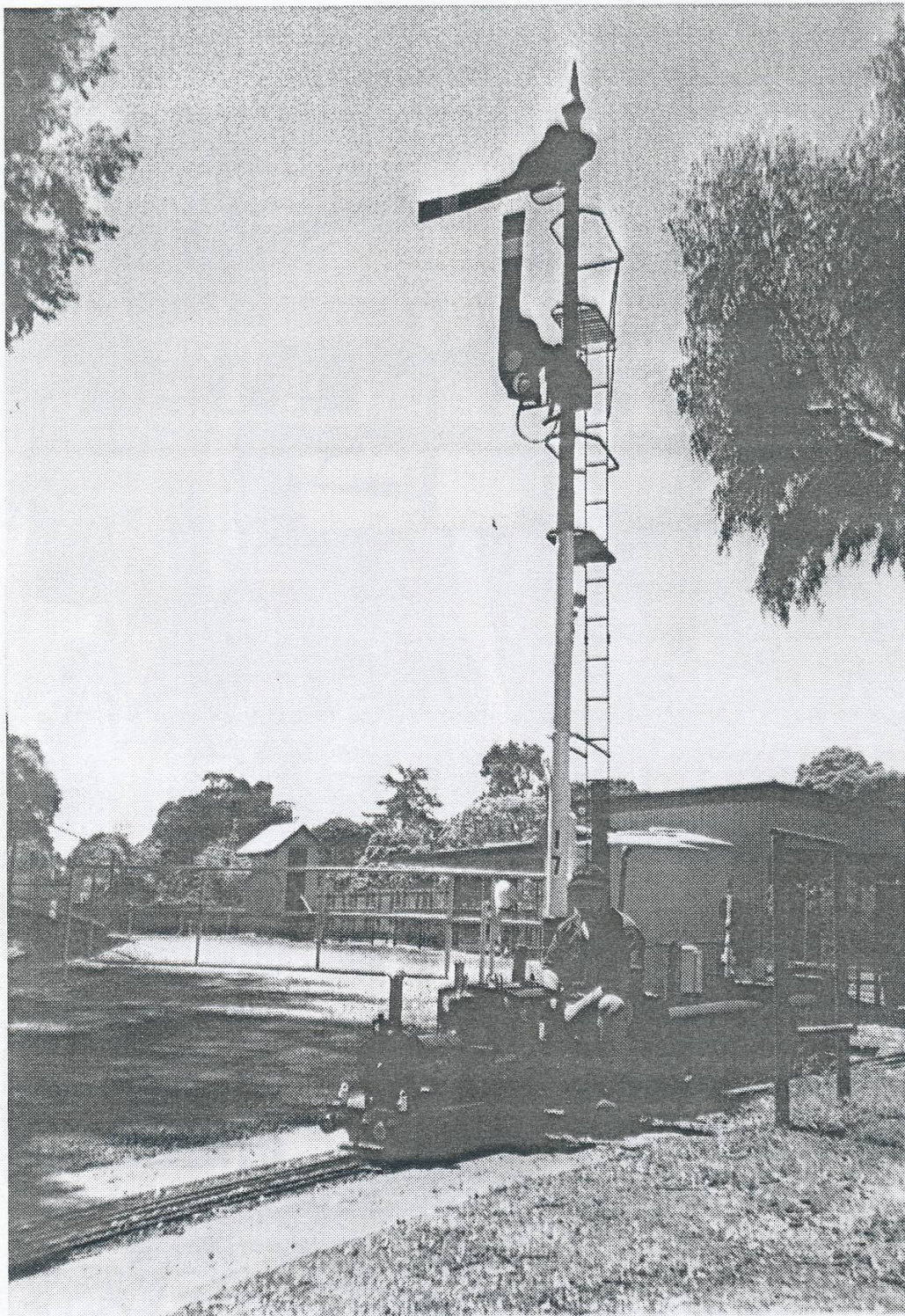


PHOTO 7

Photo 1 Dave worrell glides by on QR 4-6-4 tank loco "BLUE BABY" PFD 19-11-02

Photo 2 Compare Dave's model with the full size on the Zig-Zag. 21-3-82

Photo 3 Robin Wallace heading off to pick up his first passengers. PFG 15-11-03

Photo 4 Terry Trezise poses for the camera with LNER Class B1. PFD 7-9-03

Photo 5 A smooth operation of unloading char into the coal bunker. 19-11-03

Photo 6 Preparing to unload a bag of char into the coal bunker. 19-11-03

Photo 7 In addition to the normal departure signal from Millswood the SAR upper quadrant electric signal also indicates the same. PFD 15-11-03

ALL photographs by Barry Dunstan

clubs, namely, Penfield, Morphetvale and Railway Park. It was noted that the Presidents of all four clubs were in attendance. With formalities at a minimum it was good to see some of the visitors and new members being able to "have a drive" with the licenced driver seated behind for good measure.

The operating SAR upper quadrant electrical signal and the signalling complex at Millswood Station received many favourable comments and Ian Clark delighted in giving technical information.

This type of evening also allows for past friendships to be remembered bearing in mind that SASMEE is a long established club [76 years in fact] and some of the newer clubs were started by SASMEE members and in some cases by ex SASMEE members.

Judging from the amount of banter that was going on there were lots of memories being re-kindled. John Lyas and son Daniel made good use of the boat pond by steaming up and operating, by radio control, their sizeable paddle steamer which sounds not unlike the real thing. Interestingly the craft will operate for some 45 minutes on one filling.

An excellent variety of locos turned up and for the record are as follows:-

5" GAUGE

4-6-0	SAR "N" Class	Bob Smith
0-6-0	Schenectady	John Beal
4-4-0	Virginia	Brad Cottle
2-8-0	Nigel Gresley	Brian Homann
4-6-4	QR Tank	Dave Worrell
0-4-0	Ssddletank	Malcolm Ambler
0-6-0	Speedie	Alan Wallace
-----	Steeplecab	Ian Clark
-----	Jack & Junior [d/head]	John Monte

[cont`d]

7 1/4" GAUGE

0-4-2	Heidi	Bill Brown [PME]
-----	Fairmont Section Car	Barry Walding [PME]
-----	Shay	Graeme Dricoll
-----	Electric Shunter	Graham Dicker
-----	Petrol /Electric	Graham Brown
4-6-2	Pacific	Ian Thomas
-----	Petrol/Hydraulic	Simon Huntington.

Bob Smith ran a lengthy freight train whilst Brian Homann similarly ran a train consisting of "6ft long" bogie flats, with loading, plus a couple of articulated flat cars at the rear.

Special mention should be made of Barry Walding's "Fairmont" section car. This model was ingeniously constructed and was in showroom condition.

The grounds were finally vacated after another highly successful SASMEE event.

BOILER HOUSE

Following the discovery of a leaky tube in December 2003 it was decided to give the boiler, beleived to be a "Pascoe", a complete retube. We were in possession of brand new tubes and we had the expertise to do the job.

Within the period of 2 wednesdays the old tubes were removed and the end plates were cleaned, inspected and prepared to accept placement of the new tubes.

Boiler inspector Bernie Dickinson inspected the boiler and gave the all clear. The new tubes were cut to size and fitted on Wednesday 21st January. Many thanks to steamranger and PichiRichi for the loan of the tube expanding equipment.

The boiler underwent a hydro test successfully on Wednesday 28th January with no detectable leaks----good work!

Steam fittings and fire bricks were replaced and the first steam up took place on Wednesday 11th February making the boilerhouse boys extremely happy, so it will be back to normal

operations on the PFD on the 21st February.
Stringent boiler water testing will be ongoing.
Credit goes to the following members who handled the repair
work with much expertise and little disruption.

Brian Homann

Ralph Ollerenshaw

Alan Brabham.

NEW LOCOMOTIVES

The latest newcomer to the SASMEE engine shed is a 7 1/4" gauge loco based on Martin Evans designed Simplex. "Simplex" as the loco is named, is from the Bert Francis workshop.

This fine lined looking loco once again shows the expertise and fineness that Bert puts into all of his models. Suffice to say it runs as well as it looks, complete with plenty of polished brass work which always symbolizes Bert's work. The loco was initially commenced by the late Frank Lee, however failing health forced him to abandon the project and accordingly all of the pieces languished in the work shop.

Several years went by when one day Bert offered to continue with the job and finish the loco which made Frank's eyes light up with glee, after all they had been buddies for years.

For the technically minded details are as follows:-

Gauge 7 1/4" Wheel arrangement 0-6-0

Length 46" Width 15 5/8"

Wheel diam. 6 11/16" Valves - Slide

Cylinders 2 3/16" Stroke 3 1/2"

Boiler diam. 7 3/8" Grate 9"x 4 1/2"

S/h Flues 2 off x 1 1/8" Tubes 18 off x 5/8"

Injector, Donkey Pump & Twin axle pumps

Time to Build --- 12 months.

SUMMER RUNNING FEBRUARY 2004

The sunday PFD on 1st February had plenty of every thing -- locos, patrons, parties and the fine weather. [23 degrees]
Once again it was unusual to see the boiler house out of action.
[previously reported]

The canteen traded well with Jean and Sue Clark, Kristine and Janelle Templeman and Jill Davey.

The pond, although not yet fully recovered, played host to boats operated by Norm Kernick, Dean Deguisto, Bill Weste and Gerry and Mary Turner.

SASMEE PARK STATION

Jeff Schaefer was kept busy dispatching the following trains:-

QR Tank Blue Baby	Dave Worrell
LNER B1	Terry Trezise
Saddletank	Malcolm Ambler
Steeplecab	Ian Clark
004/005 Jack/Junior	John Monte

MILLSWOOD STATION

Station attendants Alan Brabham and Alex Mitropoulos dispatched the following:-

Dolgoch #2	Craig Dunstan
Simplex	Bert Francis
Pacific	Ian Thomas
Koppel	Glen Templeman
Shay	Graeme Driscoll

FRANK LEE MEMORIAL

We were unfortunate to lose life member Frank Lee last year after a long illness. However his name will continue to live on as nearly all his models are now in possession of club members. Additionally, special consideration was given to his family to allow his ashes to be interred on the SASMEE grounds. Accordingly on wednesday 4th February a brief ceremony was conducted by the President amid relatives, friends and members following

which Frank's ashes were sprinkled around a young strong gum tree next to the Lily Pad bridge. A stake with a commemorative plaque attached marks the spot. Afterwards a sumptuous morning tea was provided for the 24 or so people who were present.

7 1/4" TURNTABLE

This structure was built over 20 years ago and has been operated countless hundreds of times with minimal attention being required.

Over the last eighteen months or so it has been required to carry much heavier locos. Accordingly the outrigger wheels have come to need some attention in the way of new bearings and thinning of the wheel thickness to overcome rubbing against the yoke in which it travels. One bearing was broken and the others were in very poor condition.

Thanks to the work done by Alex Mitropoulos the unit can now be revolved with very little effort and should give trouble free service for quite some time.

BOAT POND

At long last the pond is looking pretty much back to its old self. On 16th December 2003 Glen Templeman and Brad Cottle mixed up a 90kg batch of "Lakevac" and sprayed it across the pond via fire hose and equipment supplied by Rodney Harris -- Thanks Fellas.

After several weeks the alge has disappeared and the water colour has gone from a milky green to lime green to a dark green with the bottom now visible and virtually no muck floating on top.

On wednesday 11th February it was considered that the problems had been solved, however just to be sure Glen is going to give the pond another 1/2 dose of "Lakevac"

In the future we must not become complacent. -- Just because the water looks OK it will still require periodical dosing in order to keep it OK.

ROLLING STOCK INSPECTIONS

It is a SASMEE policy to inspect all operational passenger carrying vehicles every 2 years to ensure standards are not compromised.

The 7 1/4" gauge fleet posed no problems except for a squirt of lube here and there. By the time you read this the 5" gauge fleet will have been looked at. All vehicles that have been passed to carry passengers will have a black sticker, white writing, stating "EXP. FEB. 06"

Any newcomers, following successful inspection, will be issued the necessary sticker.

SOME SASMEE HISTORY

December 1947

A fowlhouse was purchased and the material was used to erect two huts at SASMEE park

[Trust that one of them was not the clubhouse.]

November 1949

The library was declared open to members and appeal made for books

In days of old, the canteen staff were asked to bring a bottle of milk for tea and coffee making. Arrival had to be by 1.45pm in order to have the water boiling and the shop ready for business.

RAILWAY QUIZ

Q. What was Hendon Railway Station named after?

Answer in next Bulletin.

Answer to quiz ----- Last Bulletin

Q. Why did at least 6 SAR "P" class 2-4-0 locos have their chimneys shortened ?.

A. In order to negotiate the low confines at the Osborne Coal Gentries. The "P" class locos were frequently used on coal trains from Dry Creek to Osborne.

EDITORS PAGE OF "THINGS"

SHOW OF WORK CORRECTION

The superb set of components for a wet back Allchin boiler displayed at the November show of work belonged to member Ralph Byles. My apologies for getting the name wrong. [Ed]

PRINT STYLE

Members may note that the font style of this Bulletin has changed. Previous Bulletins which I have done have used a font called Arial, with 10 point size. This Bulletin has been done in Comic Sans MS with 10 point font size. It tends to print boldr and darker with a slight alteration to the script style. Any feedback you may have would be appreciated. [Ed]

WEB SITE INFO

If you are into computers and have the web you may be interested in the following:-

In the M.E. of Vol. 191 #4207 page 514 there is a comment that the drawings in the article used Cad. The person also advises that he obtained a 2D programme for free! I went to the web address he gave and sure enough there was a whole range of Cad programmes to pick from. They appear to be superceeded programmes no longer of the latest levels. The web address is:- www\imsisoft.com. this will list a number of selections, it will also give you a brief overview of the programme content. I downloaded CadStd. Comes with a help page.

[anybody know anything about Cad???? `~!@#\$\$%^&**]

IDENTIFICATION TRIVIA

When buying steel one may come across the prefix EN. eg EN25 or EN39B etc. Did you know that the prefix. meaning Emergency Number, arose from the second world war when steel makers agreed to a common series of steel specifications, and that each steel type in the series was issued with an emergency number. Prior to this edict manufactures used trade names, so how did one know what he was buying if he went to another source? In the UK this system of EN # prevailed until the 70's. [M.E. #4206 is acknowledged for this item.]

Bill Coles Ed.

S. A. S. M. .E. E. OFFICE BEARERS

2003----- 2004

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